

BATWAYS AND STEAMBOATS  
OVERLAND TO CALIFORNIA  
Oregon & California R.R.  
Via San Francisco and Sacramento

Close connections made at Sacramento with the Cal. & Oregon and Idaho Stage Company  
GOLDEN STATE EXPRESS COMPANY  
BETWEEN PORTLAND AND CORVALLIS  
PORTLAND, S. E. Side Division  
MAIL TRAIL  
LEAVES PORTLAND, 8 A. M. PORTLAND, 1 P.M.  
LEAVES PORTLAND EXPRESS TRAIN, 1 P.M.  
PORTLAND, 1 P.M. PORTLAND, 1 P.M.  
PULLMAN PALACE SLEEPING CARS  
Day and night cars and auto coaches  
REGULAR SERVICE ON THE EAST COAST TRAINS  
BETWEEN PORTLAND AND CORVALLIS

WEST SIDE DIVISION  
PORTLAND, 1 P.M. PORTLAND, 1 P.M.  
LEAVES PORTLAND EXPRESS TRAIN, 1 P.M.  
PORTLAND, 1 P.M. PORTLAND, 1 P.M.  
PULLMAN PALACE SLEEPING CARS  
Day and night cars and auto coaches  
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GREAT OVERLAND ROUTE

NORTHERN PACIFIC RAILWAY

Shortest Line to Chicago & the East,  
St. Paul, Milwaukee, Chicago, St. Louis,  
Milwaukee, St. Paul, Indianapolis,  
Cincinnati, New Orleans, and  
other great cities and seaports.

PAUL AND MURRAY'S POLICE

THE NORTHERN PACIFIC RAILWAY  
BOSTON, NEW YORK, CHICAGO, ST. LOUIS,  
Milwaukee, St. Paul, Indianapolis,  
Cincinnati, New Orleans, and  
other great cities and seaports.

PASSENGER TRAINS,  
Palace Dining Cars (modern),  
Linen Day Coaches,  
Express and Freight Cars (modern),  
From Washington, D. C., Oregon, etc.

TO THE EAST

VIA ST. PAUL AND MINNEAPOLIS,  
SO THAT YOUR THOUGHTS ARE  
WITH THE Northern Pacific R. R. AND AVOID  
charge of cars.

Leave Portland at 3 P. M. daily, arrive at St. Paul  
or St. Paul's noon, fourth day.

PACIFIC DIVISION.

Train leaves Portland at 6 A. M. daily, arrives at  
Seattle, Wash., 12 hours after leaving Portland.

ALL PASSENGERS PAY FARES  
A. H. CHAPIN'S GREAT WESTERN  
R. R. PORTLAND, ORE., PORT  
NO. 3 Washington St., Portland

CANADIAN PACIFIC RAILWAY

SHORTEST, QUICKEST,

AND IN EVERY RESPECT

THE BEST ROUTE.

Montreal, Toronto, Ottawa, Halifax, Port  
land, Boston, Worcester, Albany, St. Paul,  
Omaha, Kansas City, St. Louis,  
All Points East and Southeast.

FINEST DINING & SLEEPING CAR ROUTE IN THE WORLD!

PRIVATE DRAWINGS, LUXURIOUS SLEEPING  
ROOMS, ELEGANT BATH ROOMS  
ADMITTED TO ALL SLEEPERS.

New and Elegant Second Class Sleepers from  
Portland to Montreal, Montreal, etc.

Free of Charge.

COURTEOUS EMPLOYEES, SPLENDID PASSAGES  
EQUIPMENT, THREE THOUSAND Miles  
SMOOTH STEEL RAILS, ALL BALANCED  
ALONG THE ENTIRE LINE.

AN EVER-CHANGING PANORAMA OF GRAND  
MAGNIFICENT SCENERY.

The Canadian Pacific Railway is the only  
line to the East from Portland via  
Twin Falls, Idaho, and  
All Forget Sound Points.

Sleeping car accommodations are reserved in private  
and first class.

ALL TRAINS—LOWEST RATES.

For full information or tickets call on or address  
G. G. McCREARY, Passenger and Freight  
Agent, Portland, Oregon.

E. B. BROWN, Assistant Passenger and Freight  
Agent, Portland.

ER. BROWN, Assistant Passenger and Freight  
Agent, Portland.

THE JOURNEY FROM THE PACIFIC TO THE ATLANTIC BY THE  
NEW TRANSCONTINENTAL LINE IS ONE OF UNPARALLELED  
COMFORT AND CONVENIENCE. THE JOURNEY IS  
PASSING THROUGH THE MOST MAGNIFICENT COUNTRY  
IN THE WORLD. TWENTY miles along the Columbia  
River, the Rocky Mountains, the  
Sierra Nevada, the  
Sierra Madre, and the  
Andes.

THE RAILROADS ARE IN EXCELLENT CONDITION.

Accommodations unsurpassed for comfort and safety.

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## PACIFIC COAST.

**Statement of Wool Shippers as to the Effect of the Haul Clause.**

**THE WRONG CHINAMAN SHOT.**  
Decisions of the Supreme Court—Oregon Mail Service—New Member of the Educational Board—Washington Territory

## Wool Traffic.

**SAN FRANCISCO**, April 11.—A meeting was held to day by persons interested in the wool trade, for the purpose of taking such action as would induce the legislature to amend the pending section four of the interstate commerce law, so far as it related to wool. The San Francisco publication has a prominent democratic, all of whom express satisfaction. The Statesman says it makes amends for a good deal, as Sample is neither a renegade nor a traitor, but a good democrat who always stood by his colors.

## NEWSPAPER SWINDLER ARRESTED.

Papers have been sent to Dayton to attach the goods of the agent of Dr. Lyle & Co., a San Francisco bank, which gives bonds on a bank in California, which relates them with \$6 extra charge for service paper to pay. He has played the game before.

## OLYMPIA NEWS.

Olympia, April 11.—A salute was fired here today in honor of Gov. Sampson's appointment. The salutes earlier carried away \$200 from our expenses.

## The wife of W. Hildebrandt, of this city, gave a talk to day.

## Santa Lucia, April 11.—The society will give "The Mikado" in Tacoma on Friday, and in Seattle on Saturday.

## CALIFORNIA.

## LOSS OF THE BARK SPAYER.

SANTA CRUZ, Cal., April 11.—Capt. Robertson, of the whaled bark Spayer, tells the following story of his bark, which bound for San Francisco at noon on Friday, bound for Astoria.

On Saturday the vessel was discovered to be leaking. All hands were put at the pumps, but were unable to prevent the vessel from filling. The bark, which had been built for the westward, will put ashore for Francisco. At 7 A. M. Sunday he found he would be unable to enter San Francisco bay, and so turned back. The bark then had four feet of water in her.

"Icicle for Ireland," a long platform for the use of the orators have been erected in the park, the people occupying the whole frontage, the field being filled with tents. All those taking part in the procession for the west end of London were requested to imitate the Irish emblem, the shamrock. A large force of police was on hand.

The gathering was a grand one. The weather was the largest ever held in London. The people were enthusiastic, but orderly. A motion was made to rescind the resolution that all be worn simultaneously in honor of Ireland.

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There was a large attendance at the meeting, and it is certain that 15,000 persons including children were present. It took an hour and a half to get the audience seated. The first session was composed of members of the various met lodges, followed by a large number of temperance lodges, radical workers' clubs and democratic societies. Bands of music were present, and the Conservative band played upon the "Dead March in 'Iphigenie en Aulide'." Irish embelments were conspicuous in the ranks of the parade. An on the motion of the secretary on the banners of the radicals were "Liberty, Equality, Fraternity." The sheet of the "Catholic Standard" was also present. The sheet had been made to avoid confusion at the park was seen by the admirals order in which it was to be read.

It was decided to postpone the meeting until the next day. This motion was carried and a march was made to the hall of the Chinese coolie, one of the first and most

notable buildings in the city. John D. Hall, a surveyor of Monterey county, who has two houses in the city, sought to get a share. Five succeeded in doing so, and the rest of the people of the village, who had gathered on the spot, rendered every effort possible.

The second session, John Moore, Edward Samuelson, a sailor from New Bedford, and W. Redmond, member of parliament, spoke. Lord Mayor Sullivan in the course of his address said, "It is wise for workmen of London to keep their money in the bank, and not to trust it to the railroads." He expected to return in a day or two, when he will prepare immediately to leave for the farms.

The vessel will remain by the wreck until the tide goes out again, when she will be forced to go ashore.

## SHIPING NOTES.

SAN FRANCISCO, April 11.—Arrived—Steamer State of California, Capt. J. C. Arfvidson, with license No. 5000. Cleared—Ship Solitaire, Matanaga, Port Townsend, ship Solitaire, Matanaga, steamship Steamer Columbia, Astoria, steamer Buck Mariner, ship Buck Mariner, Port Townsend, ship William F. Witteman, Port Townsend.

## SUICIDE.

SACRAMENTO, April 11.—John A. Brown and others, indicted for perjury and conspiracy in connection with fraudulently land surveys, were called in the United States district court to answer charges, but were granted two weeks further time to do so.

It is necessary to get the spring clip in ahead of western wool, and you will see me in my office to-morrow morning at 10 o'clock, when I will be ready to go to the trial.

The captain will remain by the wreck until the tide goes out again, when she will be forced to go ashore.

## THE IRISH.

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## A TOTAL LOSS.

SANTA CRUZ, Cal., April 4.—The latest news from the coast of the Pacific of the latest news states that the vessel, the China, with Captain John Brown, second mate, Anderson, and the Chinese crew, was lost in the China wood camp.

The China was owned by A. C. Rawlins, of San Francisco, and was valued at \$750.00 insured for \$500.00.

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## STRIKING CHINAMEN.

SAFETY, April 11.—A force of 10 Chinamen employed on the Oregon Pacific loading cars, while ballasting, on the road east of this city, have been shot to pieces by twenty cars per day. They have been receiving orders to shoot the Chinaman, and when they now say that the superior number of men have surrounded the Chinaman, he has been shot.

The Chinaman, who has been shot, was a Chinaman, and he has been shot. The Chinaman, who has been shot, was a Chinaman, and he has been shot.

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## THE BOARD OF TRADE.

Letter from a Railroad President on the "Long and Short Haul."

A California Wants to Start a Nail Factory Here—Complimentary Resinates to Mr. G. H. Prescott—Communication.

A regular meeting of the board of trade was held last evening. President Donald Macleay in the chair, Secretary F. K. Arnold and his assistants B. L. Cohen, in attendance.

The minutes of the last regular and special meetings were read and approved.

## COMMUNICATIONS.

From Hon. Blasius Hartmann, acknowledging the receipt of complimentary resolutions passed by the board, testifying him a vote of thanks is recognition of his services and expressing his appreciation of the same.

From Hon. J. N. Dohr, acknowledging the receipt of a memorial to the interstate commerce commission stating that he had presented it. Also that he had been informed that to secure action a verified petition must be filed and promising information on this point as soon as possible; filed.

To the board of trade of Los Angeles, acknowledging the receipt of a similar memorial prepared by the board which had been carefully read and discussed and that they are yet hardly prepared to give an official endorsement to it, though recognizing the ability with which it is presented.

Also that he had been informed that to secure action a verified petition must be filed and promising information on this point as soon as possible; filed.

From C. H. Prescott, president of the Portland Board of Trade, a communication asking that the board of trade allow the board to hold its meetings in their room if it should be able to fit up rooms for itself.

On motion of Mr. Dohr the communication was referred to the president and officers of the board, with instructions.

The name of A. Circuit McAffery was proposed for membership.

## WANTS TO START A NAIL FACTORY.

The following communication was read:

CORVALLIS, ORE., March 25, 1887.

To the Board of Trade, Portland, Oregon: Will the city ever turn out a more enterprising and the energetic man than in whom the people of our city have held all legitimate interests at heart? We are anxious to address you in regard to the establishment of a nail and nail factory in or near your city.

We trust that your manufacturing interests will be very favorable on the coast. A good rolling mill and nail factory can be run on the power of water or steam power. You have such rich timber in your city, and such other natural advantages for manufacturing that the success of the enterprise would be assured.

A smaller and profitable business could be started in the nail and nail factory.

The above communication states that the president of the company on this coast, and I am sure it would be a profitable business, has regard to this matter, but I think the advantages to a successful business would be much better located in the interior of the state.

Manufacturing Company of this city. I started the nail and nail factory for the company five years ago. The term of original contract expires on the 1st of July next.

I have the best references. On the 1st of July next, I will be free to start a joint stock company and nail factory on a large scale.

G. P. CLAUPE.

666 Thirty-fifth street, Corvallis, Oregon.

The proposition did not seem to be regarded as feasible by the majority of the members present.

One spoke of having heard something of a similar scheme about two years ago and suggested that the communication be turned over to B. L. Reed.

Another said that there was already one mill of the kind on the coast, and that he understood that another was to be started at Seattle with a million dollars capital.

Mr. Paulsen asked to correct the speaker by saying that the institution was to be located east of Seattle, at Tacoma.

The secretary was instructed to acknowledge the receipt of the communication.

COMMITTEE ON COMMUNICATIONS TO MR. C. H. PRESCOTT.

The following propositions and resolutions were offered by Col. McAffery:

WIRGINIA, Mr. C. H. Prescott has requested an office of manager of the U. S. & N. R. Co., which he has held for nearly six years, and

WIRGINIA, We desire to express our thanks through his uniform courtesy, fairness and promptness he gained and retained, under the most trying and difficult circumstances, the general confidence and respect of the mercantile community of this city; be it

Resolved, That the Board of Trade of Portland, Or., that the resignation of Mr. Prescott is a mark of unanimous respect to this board.

The following propositions and resolutions were tendered to Mr. Prescott for the consideration of a committee which had been formed to consider the affairs which he had entrusted to his care, and the interest which he had in the development and promotion of the commercial development of Portland and the Pacific Northwest.

Mr. Paulsen moved to correct the speaker by saying that the institution was to be located east of Seattle, at Tacoma.

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The memorial is most excellent. Volumes will undoubtedly be written upon the point of long and short hauls, and upon the way water comes into play, but in my judgment we have exhausted the whole subject.

The men of the mountains have no right to complain of the rates charged to Portland after the railroad was completed through to Portland that they were not entitled to get of getting their money's worth by the use of the mountain river and streams.

In the last paragraph you say "our memorials speak for us." That is true, but the road doubt in the minds of the managers of the road generally. Most of them think that the railroad companies are to blame, and that the standards and conditions are substantially similar. Others think that the commissioners made the just and fair rates, and that the railroads were not entitled to give a dispensation when they could not afford to take the risk to case they would decide and then do as directed.

I am sorry to hear of your board of trade's placing this decision in the hands of the commissioners.

Very truly yours,

ROBERT HARRIS.

THE ACCIDENT IN THE SISKIYOU'S.

PITIFUL CONDITION OF THE WOUNDED AND THEIR SURROUNDINGS.

The members of the State Dramatic Company who were injured by the upsetting of a stage on the Siskiyou mountains last Tuesday night, are housed in a tumble-down cabin near the summit of the mountains, about twelve miles south of Ashland. The cabin was occupied by a poor family, who were evidently the only ones to be wounded.

It contained only a bed and very few of the necessities of life. For want of good health the situation of sleeping on the floor with only enough to eat to sustain life, was bad enough, but for people seriously injured, two of them believed to be dying, the situation is pitiful, poor, can't get sympathy, the like of which has never been seen before.

The two drivers, George W. Weidler and Joseph Holley, were injured internally and would come to Ashland Sunday, that Cunningham was not expected to live through the night, he died in great pain. His father, who became very ill, was unable to stand, three feet from the stage, suffering from a stroke in some of his thoughts that lay at the feet of his son, but he maintained these, and the two drivers, who have made a rock bank. It is thought they have been struck by a stone, an older boy, who received a bad cut, the remainder of the party are still suffering from broken fingers.

TO aid to the misery and discontent, the weather for the past four days has been a cold snow, hard and heavy rain. The roads, which were now wide and level, are now almost impassable, and the drivers are compelled to mind almost every turn in the road. The man who owned the stage which upset left Ashland Sunday with provisions for the sufferers, and it is believed to be the first relief they have had from the outside.

W. C. T. U.

The district convention met to-day at 10 o'clock at the Evangelical hall, corner Second and Mill streets. A committee was appointed to receive the delegates from the W. C. T. U., Mrs. Martind being absent on account of sickness. Mr. H. C. Peirce was called to the chair. A letter from Mrs. Hoxter, district

president, was read. Mrs. Condon of Eugene, Mrs. Whitman of Astoria and Mrs. Bowman of Newberg, being present, made some interesting remarks.

At the industrial exchange, Mrs. L. C. Peirce took charge of the work, and a committee on entertainment on Wednesday afternoon and evening was appointed, consisting of Mrs. Townsend, Miss Druck, Mrs. H. M. Peirce, Mrs. Jeanie Wood, Mrs. Johnston and Mrs. Tatton. The record shows, Mr. L. C. Peirce and Mrs. H. M. Peirce. Donations are always in order, and all are welcome.

ON BLUE MOUNTAIN SUMMITS.

WHERE THINGS ARE NOT AS THEY USED TO BE.

PENDLETON, April 9.  
TO THE EDITOR OF THE OREGONIAN:

Let Oregon's children shed tears of grief at the desecration of the times in their beautiful Blue mountains. Times when we used to load our pack-rabbits at the cabin nourishing Tim-tum Landing and make tracks for the Idaho mines. All day long we climbed Crawford's hill, labored through the sometime deserts, and camed our nests to catch a glimpse of that ever welcome goal of the summit, Mount Shasta. Here we found good cheer and an abundance of savory food, and the coffee, especially the necar fit for the gods. As the shadow deepened we spread our saddle-blankets on father's own log, and listened to the night-sky's mournful melody in the pines of a bountiful breakfast in the woods.

But where is the night-sky now? And where is the amber coffee? Ask the stray old-timer who last night camped in a Pullman shelter, and the morning pulled up with a stomach filled with many visions of the mountain world. Ask him if he could expect much more heat in the woods where such a chink was saved up at the morning meal. Ask him if he got out the last of his morning coffee, or if he had to go to town for it? Ask him if the cook failed to find his can of coffee this morning, and it is quite as much a study to adults as to school-children. Following is a brief description of the collection:

STONE IMPLEMENTS.

This includes stones, slate, jads, weapons, axes, hatchets, spearheads, knives, gouges, chisels, planes, dolls, etc. There are several specimens of slate in the crude state, and then in the polished form, a drill or plane of it. And there are also fine ornaments and personal effects.

The stone implements take in nearly 100 pieces.

No. 75 is a typical jadé lancehead, finely polished and on driftwood shaft in a piece of wood. It is a wooden spear fastened in a wooden sheath fastened in a leather belt.

The Western may wake up his breakfast by swinging his spear, but the Eskimos drink at "Macsham," where only the Maletak, think of drugs in his cup? Dead be the man who dares to ascend!

THE NEW BASEBALL RULES.

SOME OF THE INTERPRETATIONS BY THE PRESIDENT OF THE NATIONAL LEAGUE.

It seems to be the fashion nowadays when laws are passed to make the important provisions so obscure or ambiguous that experts get together and "interpret" them. This was done by railroad conventions with regard to the international rules, and new rules adopted by the National Association last year had to be "interpreted" and judge to know what the rules demanded.

At present I am superintending the manufacture of baseballs for the company five years ago. No. 14 is an eight-inch specimen of apple-green, finely polished, and used as a gauge for any ball, and the business of work on driftwood, whatever it may be.

No. 23-14 are jade-like ornaments in all colors.

A hole is cut during infancy on each side of the nose, and these ornaments are inserted and worn.

The usual summary and review for each week will appear in THE SUNDAY OREGONIAN:

MONDAY, APRIL 11.

H. Daingerfield to E. Bradbury, east 14

lots 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 50